

SPECIAL COMMISSION RECOMMENDS PIER FIVE POUND ISLAND

Draft of Proposed Act Will Be Presented To Coming Session of the Legislature

Estimated Cost \$663,000---Committee Finds Great Growth in City's Principal Industry

The special commission created under chapter 32 of the Resolves of 1930 by the state legislature to investigate the advisability and expediency of the construction by the Commonwealth of a fish pier in Gloucester harbor has completed its report to the legislature and recommends the enactment of an act which authorizes the construction of a fish pier on the Five Pound Island site and contains provisions relative to the acquiring of land by the city, deeding of the same to the commonwealth and formation of a holding company.

The report was presented at a talk given by Representative Harold B. Webber, member of the commission, at a gathering at the Elks' home on Saturday night. It is signed by all of the members of the commission, Senator Cornelius F. Haley, chairman; Representative Archibald M. Estabrook of Haverhill, Representative John A. Jones of Peabody; Frank E. Lyman, Commissioner of Public Works; Richard K. Hale and Herman A. MacDonald, Associate Commissioners of Public Works.

The cost of constructing the pier as covered in the report, would be approximately \$663,000. Appended to the report is the statement of Francis L. Sellev, engineer for the department of public works, supple-

menting preliminary reports of September 15 and October 23, 1930, and incorporating all pertinent matters covered by the earlier reports.

The report gives statistics gathered in Gloucester of the the number of fishing vessels in 1928 and in 1929, figures on the landings of fish at Gloucester in 1928 and 1929, and reports from fresh fish firms for the volume of business done so far this year, indicating an even larger increase in the amount of fresh fish handled.

It also gives an account of its investigation of the operation of piers at New York and Philadelphia.

(CONTINUED ON PAGE SIX.)

Dec. 22

COMMISSION RECOMMENDS PIER AT ISLAND

(CONTINUED FROM PAGE ONE.)

The commission's investigation showed a great increase in recent years in the canning of fresh fish and, still more recent, in the use of quick freezing processes, the report states. Public hearings and meetings with persons connected with the fish business, brought out the changing conditions in the fish industry, and the rapid increase in demand for fresh fish. All these facts show a strong tendency to build up the fish industry, provided proper facilities are made available in such an important fishing port as the city of Gloucester. In the opinion of the commission, there is a necessity for development of a fish pier in Gloucester, the original home of fishing interests of our country, and one of the Commonwealth's primary industries.

The address and report by Representative Webber was received with enthusiasm by the gathering of Elks and interesting informal discussion of financing and operation followed.

The Report.

The commission's report follows: The Commonwealth of Massachusetts To the General Court of Massachusetts:

The special commission created under Chapter 32 of the Resolves of 1930 to investigate the advisability and expediency of the construction by the Commonwealth of a fish pier in Gloucester harbor, and related matters, respectfully submits the following report as the findings of the commission:

The resolve creating the commission is as follows:

Resolve providing for an investigation by a special commission relative to the advisability of the construction by the Commonwealth of a fish pier in the city of Gloucester.

Resolved, That a special unpaid commission, to consist of one member of the senate to be designated by the President, three members of the House of Representatives to be designated by the speaker, and the commissioner and associate commissioners of the department of public works, is hereby established to investigate the advisability and expediency of the construction by the commonwealth of a fish pier in Gloucester harbor for the promotion of the fish industry. Said commission shall also cause preliminary studies to be made sufficient for reliable estimates as to the probable cost of such construction and the probable revenue which might be received from the rental of such pier. It may expend, with the approval of the governor and council, for expert, clerical and other services and expenses such sum, not exceeding \$5000, as may be hereafter appropriated. Said commission shall report to the general court the results of its investigation and its recommendations, together with drafts of legislation necessary to give effect to the same, by filing the same with the clerk of the house of representatives on or before December 1st in the current year, and at the same time shall file a copy thereof with the budget commissioner. Approved May 2, 1930.

Following prorogation of the Legislature, the president of the Senate appointed Senator Cornelius F. Haley of Rowley, and the speaker of the House appointed Representatives Archibald M. Estabrook of Haverhill, Harold B. Webber of Gloucester and John A. Jones of Peabody. Under the terms of the resolve, Commissioner of Public Works Frank E. Lyman and Associate Commissioners of Public Works Richard K. Hale and Herman A. MacDonald completed the membership of the commission.

The members of the commission, as provided for in the resolve, met and organized on July 11 by electing the Hon. Cornelius F. Haley as chairman, and appointed Arthur F. Stiles, of Medford, as secretary. The commission further planned and subsequently carried out a program of investigating every site offered for the proposed fish pier in the city of Gloucester, its availability and its cost of construction.

Visited Several Piers.

The commission visited the fish pier at Boston and piers at New York and Philadelphia. It held four hearings and conferences in the city of Gloucester, two of which were public, as well as many conferences at the State House, Boston. Six sites were offered, inspected and investigated by the commission in the city of Gloucester. This number was later cut down to three sites, known as the Vincent Cove site, the East Gloucester site, adjacent to the Coast Guard base, and the Five Pound Island site. Detailed information as to the advisability and cost of con-

struction is contained in the comprehensive and detailed report of the district waterways engineer of the Department of Public Works, Francis L. Sellew, who acted as engineer for the commission, which appears as an appendix to this report.

The mayor and city officials of Gloucester, as well as the fishing interests of that city, and others, displayed considerable interest and gave much valuable information to the commission. As the investigation of the engineer came to a close, it was clear, not only from his report but also as a result of the general sentiment expressed by the citizens of Gloucester, that, should a fish pier be authorized, the Five Pound Island site, so-called, was the best site and this has been selected by the commission as the most desirable site on which to construct a pier, should the same be authorized by the legislature. The cost of constructing the pier as covered in the report would be approximately \$663,000.

Owing to the proximity of the proposed pier to the quarries at Gloucester and Rockport, and the type of construction proposed, the estimated cost per square foot for constructing the pier is considerably less than the cost per square foot of the Boston Fish Pier, in spite of the fact that prices in general average much higher today than in 1912 when the Boston pier was constructed.

Should the construction of this pier be authorized, the commission believes that no work should be performed until the fishing interests of Gloucester and other interested parties have formed a holding company, to be incorporated under Massachusetts laws, which will agree to lease the pier for a term of years, preferably 30, and pay to the Commonwealth a yearly rental averaging for the 30-year period not less than four per cent. of the construction cost to the state; beginning, possibly, with the fixed rate of three and one-half per cent. for the first 10 years, increasing to four per cent. for the second period of 10 years, and four and one-half per cent. for the third period of 10 years. Furthermore, to guarantee the efficient operation of the pier, the Commission believes that the holding company should agree to construct on the pier fireproof buildings of a permanent type costing not less than \$300,000, the buildings to revert to the Commonwealth should the holding company default under any of the terms of their lease.

City Should Build Road.

The commission believes further that the city of Gloucester should acquire and deed to the Commonwealth all land on which the proposed pier is to be located (which is not now owned by the Commonwealth), and that the city should also construct a suitable road leading to the pier site from existing travelled ways.

The commission has been assured by the mayor and other members of the Municipal Council of the city of Gloucester that the city stands ready to acquire the necessary land and construct a road leading to the site of the proposed pier. Assurance has also been received from the members of the Gloucester Chamber of Commerce, the Master Mariners' Association of Gloucester and others that a holding company will be formed which will be able to construct buildings worth at least \$300,000 on the proposed pier, and that said holding company will be willing to enter into a lease with the Commonwealth agreeing to pay the rental on the cost basis previously referred to.

Statistics gathered in Gloucester show that during the year 1928 there were 150 fishing vessels of over five tons gross documented at the Port of Gloucester, all engaged in the fisheries. The total tonnage of these 150 fishing craft amounted to 11,026. Vessels under five tons gross are not required to be documented.

From figures compiled by the United States Bureau of Fisheries and from the division of fisheries and game of the State Department of Conservation, it is shown that during 1928 landings of fish at Gloucester amounted to 85,471,661 pounds, (all pounds were taken in by fresh fish kinds.) Of this total, 27,720,769 pounds were taken in by fresh fish concerns and the balance by salt fish, fish canning and fish processing plants.

During 1929 there were 159 fishing vessels of over five tons gross documented, total tonnage amounting to 11,090. Receipts of all kinds of fish in Gloucester in 1929 amounted to 90,086,473 pounds and of this total 32,592,228 pounds were taken in by fresh fish concerns for bulk and fillet shipment and freezing.

Reports from fresh fish firms for the volume of business done so far this year, indicate an even larger increase in the amount of fresh fish handled.

Fleet of Small Craft Growing.

At conferences with fishing captains it was stated that there had been a considerable growth also in the number of vessels of under five tons gross engaged in the so-called

in-shore fisheries. A considerable amount of fish handled by fresh fish concerns and shipped from Gloucester comes from this type of craft.

In its visit to New York the commission obtained some very pertinent information regarding the handling of fish in that city. The center of the industry there is the Fulton Fish Market, a co-operative organization maintained and operated by the Fulton Market Fish Mangers' Association. Each concern doing business in the market is represented on the board of directors of the association. An executive committee of two, each of whom receives \$500 a year, performs the administrative work.

Approximately 400,000,000 pounds of fish are handled by the market in a year. Of this amount 13 per cent comes in by vessel, 44 per cent by express, 38 per cent by freight and 5 per cent by motor truck. Two nearby freezing plants are available, one with a capacity for 12,000,000 pounds of fish and the other with a capacity for 3,000,000 pounds.

The cost of maintenance of the pier for the last fiscal year was \$85,000, and the pier did a business of \$17,000,000. The average-per-pound cost of fish handled was 9 cents.

In Philadelphia the commission was greatly impressed by the thorough manner in which that city has developed its waterfront. Practically every pier, municipal and otherwise has direct rail connections, double trackage running the entire length of most of the piers. In its survey of conditions here the commission considered the matter more from rail facilities and other methods of handling goods, such methods being applicable to piers used for fish or any other kind of produce or freight. The port facilities are extensive, 400 wharves and bulkheads being in use at the present time. The city owns 12 piers and there are 10 coal loading piers, four ore loading piers, two for grain and five for lumber and the railroads have 11 waterfront stations or terminals.

Increase in Canning Industry.

The commission's investigation showed a great increase in recent years in the canning of fresh fish and still more recent, in the use of quick freezing processes. Public hearings and meetings with persons connected with the fish business brought out the changing condition in the fish industry and the rapid increase in demand for fresh fish. All these facts show a strong tendency to build up the fish industry provided proper facilities are made available in such an important fishing port as the city of Gloucester.

In the opinion of the commission there is a necessity for development of a fish pier in Gloucester, the original home of fishing interests of our country and one of the Commonwealth's primary industries.

The commission submits herewith a draft of an act which it recommends be passed by the general court which authorizes the construction of a fish pier at Gloucester and contains certain provisions relative to the acquiring of land by the city and the deeding of the same to the Commonwealth and the formation of a holding company. If this act is passed, the Commonwealth believes that no work should be performed by the Commonwealth until all terms and conditions established by the act have been met by the city of Gloucester and said holding company.

(Signed) Cornelius F. Haley, Chairman, By the Senate.
Archibald M. Estabrook,
Harold B. Webber,
John A. Jones,

By the House,
Frank E. Lyman,
Commissioner of Public Works.
Richard K. Hale,
Associate Commissioner of Public Works.
Herman A. MacDonald,
Associate Commissioner of Public Works.

Appendix "A."

November 7, 1930.
Gloucester Fish Pier Commission,
Room 481, State House,
Boston, Massachusetts.

Gentlemen:—Pursuant to instructions, I have made an examination of proposed Fish Pier sites in Gloucester Harbor and submit the following report:

Gloucester Harbor is a natural indentation on the southerly side of Cape Ann, open to the south, with the entrance partially protected by a breakwater. The distance from the mouth to the head of the inner harbor is about 2 5-8 miles, and within the harbor are extensive anchorage areas of varying depths from 30 feet to 12 feet at mean low water. Channels with a depth of about 16 feet lead from the anchorage basins to the fish wharves in the inner harbor. The harbor is, and has been for many years, one of the principal centers for the fishing fleet of New England.

At a public hearing held by the Commission at Gloucester, the need of a fish pier was stressed and several locations were suggested. Every site was later visited by the Commission and I was authorized to make a more detailed examination and report my findings to the Commission. This was done and preliminary reports were made by me under dates of September 15 and October 23, 1930. All pertinent matters covered by the earlier reports are incorporated herein.

In making my examination I found that in many instances only a view of the location was necessary as detail surveys, including soundings and borings, were already on file in this office and these plans clearly indicated that, while in some respects the sites were well located, the presence of ledge was shown by borings and the removal of this ledge to provide the depth in the berths which was deemed advisable would make the cost of developing the sites excessive. In one instance, while in all other respects the site appeared satisfactory, the location was exposed to southerly storms to such an extent that it apparently would not be safe for fishing vessels to lie at the pier during these storms.

Three locations viewed, notably one at the entrance to Vincent Cove, which included wharves now owned by United Sail Loft Co., and formerly used as a terminal for the Gloucester-Boston Steamer, a wharf and adjacent property owned by Frank F. Smith and an abandoned wharf and other property of the Gloucester Electric Co., a second location at East Gloucester adjacent to property used as a Coast Guard base, and a third location which is hereafter referred to as the Five Pound Island site; appeared to warrant a more extensive examination and, therefore, surveys and approximate estimates of cost were made for developing these three sites.

Vincent Cove Site.

It was found that the Vincent Cove location could be developed as a fish pier site with a pier 300 feet wide, 410 feet long on the southwesterly side, and 460 feet long on the northeasterly side. The type of construction estimated upon was for a solid fill central portion, with granite walls of permanent type retaining the fill and a crosoted timber and pile platform around the outer face of the pier with the berths dredged to a depth of 20 feet at mean low water. This pier would provide space for 12

fishing vessels at once alongside the pier, would provide for a roadway in the center of the pier and sufficient space would remain on the solid fill portion for the later construction of necessary buildings for handling and storing fish. It was estimated that the cost of taking the necessary land would be about \$80,000, and the approximate cost of construction would be about \$560,000, but this cost might later be increased if borings indicated any considerable amount of ledge in the proposed berths. It was known that some ledge was present, but its extent was not known.

This location has considerable merit in that it is located practically in the center of the city, but the fact that ledge areas are present in the approach channel would probably always limit the use of a pier here to vessels with a draft of less than 16 feet. Another objection to this site is that the size of the pier could not be increased without taking valuable adjacent property and, even then, the resulting layout would not be efficient.

East Gloucester Site.

At East Gloucester near the Coast Base, a survey of the site and studies for development as a fish pier were made which indicated that while this location could be utilized, it would require an entirely different type of development from that generally accepted as the most compact layout for a fish terminal and it was also found that the approaches to the site from the main highway would require heavy grades in the roadway and considerable excavation of ledge from the upland. The type of construction finally estimated upon provided for the construction of a wall of granite with solid fill, extending out about 150 feet from the shore and parallel with the same for a distance of about 300 feet. Extending northwesterly from this wall it was proposed to extend two pile piers each 100 feet wide and 300 feet long. The solid fill area would provide a site for a cold storage plant and other substantial buildings which it might be desirable to erect, but any structures erected on the timber piers would probably be of a more or less temporary type. The estimated cost of acquiring this site was \$12,500 and the approximate estimated cost of construction was \$400,000. The pier as proposed would provide space for 14 fishing vessels alongside the pier. The size of a pier in this location could be increased at least 50 per cent, and probably 100 per cent at a proportionate increase in cost. The construction under this project would extend across the existing channel leading to other wharves along the East Gloucester waterfront and it would be necessary to dredge a new channel. It would also tend to cause a collection of drift and other debris at the inner end of the harbor, due to the narrowing of the opening between the East Gloucester shore and Five Pound Island. For the reasons stated, this location has not appeared as desirable as either of the others estimated upon.

Five Pound Island Site.

The Five Pound Island location covers the construction of a pier extending from the mainland at the head of the harbor out to and including Five Pound Island. A pier in this location would be parallel to the existing channels leading to the head of the harbor, one on the East Gloucester side, and one on the main city waterfront. It would not interfere with the use of either of these channels, and would be located almost entirely on an area where ledge is present. The width of the pier would be fixed by the ledge contour so that the berths could be dredged to a depth of 20 feet at mean low water without removing ledge and the berth on the southerly side of the pier could at a later date, if it was deemed desirable, be dredged to a depth of 25 feet at mean low water by removing a small amount of ledge at an estimated cost of \$25,000. It would also be possible, based on such information as is available, at a later date to dredge a channel of 25 feet deep at mean low water, extending from the pier to deep water in the harbor without removing any ledge other than that referred to. The dimensions of the pier proposed in this location are width 520 feet and length 750 feet. The location is such that the length of the pier can be doubled at a later date if desired, at a less cost per square foot than that estimated for the initial project. The estimated cost of acquiring the land for this site is \$26,000 and the estimated cost of the pier, including roadways, drains and water supply piers, is \$663,000.

The pier is designed to have a solid fill central section, 420 feet wide extending the full length with rough granite walls to retain the fill and crosoted timber and pile platforms on the sides, each 50 feet wide. Ample space will be available for at least 15 fishing vessels alongside the wharf. The solid fill portion might be developed in almost any manner, possibly with a roadway through the center 160 feet wide and lots for buildings on either side 160 feet wide or perhaps to better advantage by having two roadways, each about 75 feet wide, and three lots for building each 90 feet wide, one in the center and the others extending along the side of the solid fill, adjacent to the pile platforms.

Type of Wall.

The question as to the type of wall which should be adopted to retain the solid filled portion of the pier was given considerable study and estimates made of various types. The section of wall finally adopted and shown upon the plan was found to be by far the cheapest as the material is available in the short distance of the pier site in the city of Gloucester and town of Rockport. The pile platforms could be constructed first and trucks used for delivering the stone, or the stone could be delivered and placed by lighters using water transportation. This type of wall proposed for the Five Pound Island site would not be as desirable in the other locations studied as the height or other suitable foundation would not be secured at as high an elevation.

In my opinion, the best location for a fish pier would be the Five Pound Island site. This conclusion is due first to the fact that construction here would not interfere materially with the present fish wharves, second it could be reached by either north or south channel leading to the head of the harbor, third the location is such that when business warrants, the capacity of the pier can be doubled by constructing an extension to the same, fourth the location is well protected from storms from all directions. The only objection I see to the site is the possibility that ice may cause some trouble during periods of extreme cold, but even ice would probably not cause much trouble where practically all the fishing vessels are motor-driven and can force their way through ice of considerable thickness.

A comparison of the estimated cost of developing the Vincent Cove site against the Five Pound Island location shows that the total cost for the property and construction of the Five Pound Island site would be about \$49,000 greater, but it would accommodate more vessels and the area available for development on

Ruel Sold to Boston



Muddy Ruel, veteran catcher, has been sold to the Boston Red Sox for an unrevealed cash consideration by the Washington Senators.

the pier would be more than three times as large as the Vincent Cove location. The Five Pound Island site also provides better channel connections to deep water in the harbor.

Provide 20 Foot Depth Water.

The estimates of costs for all sites reported upon provide for dredging the berths to a depth of 20 feet at mean low water and entrance channels to a depth of 16 feet, except that on the southerly side of the pier proposed for the Five Pound Island site the estimate provides for a channel 20 feet deep extending to the 20-foot contour in the harbor. This change was due to the fact that a large amount of fill would be required for this pier and it could best be secured by deepening the channel. The added depth in this channel would also permit the entrance of vessels of deeper draft to the south side of the pier.

Two plans of the Five Pound Island site are submitted herewith, one showing the general location and layout of the proposed pier and the other showing cross-sections, borings, and details.

The question of railroad connections for the various sites suggested has been raised and while I have made only a superficial examination, it would appear that rail connections to any of the sites suggested would not be feasible, as in all cases the costs would appear to be prohibitive. Respectfully submitted,

(Signed) Francis L. Sellew,
Engineer.

LIGHT RECEIPTS OVER WEEK-END

PRAGGERS REPORTING IN TO- DAY BROUGHT ONLY SMALL FARES OF FISH.

Light receipts of fish ruled the local market over the week-end, and craft reporting back this morning brought only small fares of ground-fish. All told, only seven boats brought any fish, their entire catch amounting to 12,000 pounds. Gill letters landed 75,000 pounds of fresh fish Saturday and yesterday.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Boat 915C, trawling, 2000 lbs. fresh fish.
Boat Josephine and Margaret, dragging, 1500 lbs. fresh fish.
Boat Roma II., trawling, 1500 lbs. fresh fish.
Boat Clarence B. Mitchell, dragging, 3000 lbs. fresh fish.
Boat 703E, trawling, 1000 lbs. fresh fish.
Boat Grace A., trawling, 1400 lbs. fresh fish.
Boat C4188, trawling, 1700 lbs. fresh fish.

Saturday's Gill Net Receipts.

Boat Enterprise, 1500 lbs. fresh fish.
Boat Agnes and Myrnie, 2000 lbs. fresh fish.
Boat Inca, 3000 lbs. fresh fish.
Boat Mary A., 2000 lbs. fresh fish.
Boat Phyllis A., 200 lbs. fresh fish.
Boat Mary J. Landry, 2000 lbs. fresh fish.
Boat Nashawena, 1000 lbs. fresh fish.
Boat Serafina II., 1000 lbs. fresh fish.
Boat Liboria C., 8000 lbs. fresh fish.
Boat Alicia, 8000 lbs. fresh fish.
Boat Edna Fae, 3000 lbs. fresh fish.
Boat Elizabeth and James, 3000 lbs. fresh fish.
Boat Virginia and Joan, 3000 lbs. fresh fish.
Boat Ramona, 2500 lbs. fresh fish.

Yesterday's Gill Net Receipts.

Boat Agnes and Myrnie, 2000 lbs. fresh fish.
Boat Mary A., 2000 lbs. fresh fish.
Boat Phyllis A., 2000 lbs. fresh fish.
Boat Mary J. Landry, 1500 lbs. fresh fish.
Boat Serafina II., 4000 lbs. fresh fish.
Boat Liboria C., 9000 lbs. fresh fish.
Boat Alicia, 11,000 lbs. fresh fish.
Boat Ramona, 2500 lbs. fresh fish.

Sailed.

Sch. Leonora C., dragging.
Sch. Ruth Lucille, dragging.
Sch. Doris F. Amero, dragging.
Boat Geraldine and Phyllis, dragging.

On the Railways

Boat Leretha is on Burnham's railways.

THIRTY-FOUR IN BOSTON'S FLEET

RECEIPTS OF 726,000 POUNDS— PRICES NOT SO HIGH THIS MORNING.

A fleet of 34 steamers and vessels brought fares to the Boston fish pier this morning and there was a slump in the market. Haddock sold for \$3.50 to \$4; large cod, \$4 to \$4.50 and markets, \$2 to \$2.50. Total receipts were 525,000 pounds of groundfish and 205,000 pounds of mixed fish. Four fares were not reported and will probably hold over.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Saturn, 50,000 haddock, 2000 cod, 8000 mixed fish.
Str. Ocean, 24,000 haddock, 9500 cod, 25,000 mixed fish.
Str. Winthrop, 30,000 haddock, 56,000 cod, 25,000 mixed fish.
Str. King Fisher, 58,000 haddock, 7500 cod, 3000 mixed fish.
Sch. Beauty St. Joseph, (fare not reported).
Sch. Vasco da Gama, 8000 haddock, 2000 mixed fish.
Sch. Marie and Winnifred, 12,000 haddock, 8000 mixed fish.
Sch. Gov. Al Smith, 20,000 haddock, 500 cod, 3500 mixed fish.
Sch. Elvira Gaspar, 8000 haddock, 4000 mixed fish.
Boat Nina B., 20,000 haddock, 2000 cod, 6300 mixed fish.
Boat New Bedford, 21,000 haddock, 2000 cod, 5000 mixed fish.
Boat William H. Kelligrew, 10,000 haddock, 1000 cod.
Sch. Mildred Silva, 30,000 haddock, 500 cod, 2000 mixed fish.
Boat Helen M., 20,000 haddock, 2000 cod, 11,000 mixed fish.
Boat Mary and Julia, 20,000 haddock, 1000 cod, 10,000 mixed fish.
Sch. Magellan, 30,000 haddock, 1000 cod.
Sch. Babe Sears, 12,000 haddock, 5000 mixed fish.
Boat Princess, 8400 mixed fish.
Boat Frances C. Denehey, 20,000 mixed fish.
Sch. Wamsutta, 37,000 haddock, 1000 cod, 10,000 mixed fish.
Sch. William L. Putnam, 14,000 haddock, 6000 cod, 7000 mixed fish.
Boat Colleen, 11,000 haddock.
Sch. Grace and Evelyn, (fare not reported).
Boat Yankee, (fare not reported).
Boat Fordham, (fare not reported).
Boat Frances, 2600 mixed fish.
Boat Rosie, 7200 mixed fish.
Boat Joseph D'Ambrosio, 5000 mixed fish.
Boat Rosie S., 2500 mixed fish.
Boat Maria D. S., 4000 mixed fish.
Boat Robert and Edwin, 2800 mixed fish.
Boat Automatic, 2300 mixed fish.
Boat Olympia, 4600 mixed fish.
Boat Annie II., 6000 mixed fish.
Haddock, \$3.50 to \$4 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$2; pollock, \$1.50; cusk, \$2; gray sole, 7 cents per lbs.; lemon sole, 5 cents; black backs, 4 cents to 5 cents; sharks, 6 cents; catfish, 3 1-2 cents.

ARRIVALS AT PIER.

Last Week's Total 123—Landings 3,136,550 Pounds.

The arrivals from the groundfish fleet have had light catches of fish and report bad weather on the banks as well as a scarcity of fish.

For the week ending December 18, there were 123 arrivals at the Boston pier with 3,136,550 pounds. In the same week of 1929, 122 arrivals brought in 4,523,200 pounds.

Total receipts from January 1 to date have been 258,151,900 pounds of fresh fish, landed by 6233 vessels. In the same period of 1929, there were 5694 arrivals and receipts of 249,315,262 pounds of fresh fish.

SHIP FISH BY AIR EXPRESS

Airplanes are not much used at present for the transportation of fish but word comes from Canada that fish will be shipped air route express from northern Saskatchewan to Canadian and American markets by four fast planes. Winnipeg will receive the catch within 24 hours. Hitherto it has two days with horses and 14 days with tractor to get the product to a railroad.

TRAWLER LOST HER PROPELLOR

In tow of the coast guard cutter Mojave, the disabled Boston beam trawler Louis M. Winslow, in command of Captain Peter Hanson, arrived at Boston last night. The cutter escorted her to the harbor entrance, and the tug Eileen Ross assisted her into berth at the Fish Pier. The Winslow lost her propeller on Saturday, while fishing 50 miles southeast of Georges, and in response to a wireless call for help, the Mojave, on winter patrol duty nearby, went to her and took her in tow.

Caught Sturgeon.

A six-foot sturgeon, weighing nearly 400 pounds, caught on the drag-net of the Boston fishing schooner, Ruth and Margaret, out on Georges, was brought to the Boston Fish Pier last evening. The sturgeon swam into the trawl just as the end was being closed, and it was held a prisoner. Block and tackle had to be employed to haul it aboard.

N. F. Codfish.

There is very little change in the condition of the foreign markets since last report. Brazil looks more hopeful, which is best evidenced by the fact that last month Newfoundland shipped about 50,000 more quintals than in November last year, the figures being something like 220,000 qtls. as against 170,000 quintals, but this may be somewhat due to the recent revolution when shipments were small. The latest reports from South America are that conditions are becoming normal again much quicker than anticipated. This feeling is expressed along Water street today by those who are supposed to know, and it is hoped that by the new year, the market will be firmer than for some time. It is still, however, causing considerable anxiety. The Italian market is bad and shippers are nervous. The same applies to Greece and Portugal. The exchange fluctuations in Spain and the recent bank failures are causing considerable difficulty. All imported articles have been affected. The importation of foodstuffs have fallen off, and in many cases importers are unable to meet their payments punctually and are asking for longer terms. A hopeful feeling as to the outlook is now gaining ground owing to the efforts of the Minister of Finance to obtain closer co-operation of the Bank of Spain in the problem of exchange. Very little fishing has been done during the week, bait is scarce, and the majority of fishermen have put away their gear for the season.—St. John's Trade Review.

Eels Plentiful

Eels that are usually in good demand at this season of the year for the Italian trade have been in good supply and sold at low prices. The receipts, however, have been pretty well cleaned up.

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Saturday's Gill Net Receipts.

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Boat Mary A., 2000 lbs. fresh fish.
Boat Phyllis A., 200 lbs. fresh fish.
Boat Mary J. Landry, 2000 lbs. fresh fish.
Boat Nashawena, 1000 lbs. fresh fish.
Boat Serafina II., 1000 lbs. fresh fish.
Boat Liboria C., 8000 lbs. fresh fish.
Boat Alicia, 8000 lbs. fresh fish.
Boat Edna Fae, 3000 lbs. fresh fish.
Boat Elizabeth and James, 3000 lbs. fresh fish.
Boat Virginia and Joan, 3000 lbs. fresh fish.
Boat Ramona, 2500 lbs. fresh fish.

Yesterday's Gill Net Receipts.

Boat Agnes and Myrnie, 2000 lbs. fresh fish.
Boat Mary A., 2000 lbs. fresh fish.
Boat Phyllis A., 2000 lbs. fresh fish.
Boat Mary J. Landry, 1500 lbs. fresh fish.
Boat Serafina II., 4000 lbs. fresh fish.
Boat Liboria C., 9000 lbs. fresh fish.
Boat Alicia, 11,000 lbs. fresh fish.
Boat Ramona, 2500 lbs. fresh fish.

Sailed.

Sch. Leonora C., dragging.
Sch. Ruth Lucille, dragging.
Sch. Doris F. Amero, dragging.
Boat Geraldine and Phyllis, dragging.

On the Railways

Boat Leretha is on Burnham's railways.

THIRTY-FOUR IN BOSTON'S FLEET

RECEIPTS OF 726,000 POUNDS— PRICES NOT SO HIGH THIS MORNING.

A fleet of 34 steamers and vessels brought fares to the Boston fish pier this morning and there was a slump in the market. Haddock sold for \$3.50 to \$4; large cod, \$4 to \$4.50 and markets, \$2 to \$2.50. Total receipts were 525,000 pounds of groundfish and 205,000 pounds of mixed fish. Four fares were not reported and will probably hold over.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Saturn, 50,000 haddock, 2000 cod, 8000 mixed fish.
Str. Ocean, 24,000 haddock, 9500 cod, 25,000 mixed fish.
Str. Winthrop, 30,000 haddock, 56,000 cod, 25,000 mixed fish.
Str. King Fisher, 58,000 haddock, 7500 cod, 3000 mixed fish.
Sch. Beauty St. Joseph, (fare not reported).
Sch. Vasco da Gama, 8000 haddock, 2000 mixed fish.
Sch. Marie and Winnifred, 12,000 haddock, 8000 mixed fish.
Sch. Gov. Al Smith, 20,000 haddock, 500 cod, 3500 mixed fish.
Sch. Elvira Gaspar, 8000 haddock, 4000 mixed fish.
Boat Nina B., 20,000 haddock, 2000 cod, 6300 mixed fish.
Boat New Bedford, 21,000 haddock, 2000 cod, 5000 mixed fish.
Boat William H. Kelligrew, 10,000 haddock, 1000 cod.
Sch. Mildred Silva, 30,000 haddock, 500 cod, 2000 mixed fish.
Boat Helen M., 20,000 haddock, 2000 cod, 11,000 mixed fish.
Boat Mary and Julia, 20,000 haddock, 1000 cod, 10,000 mixed fish.
Sch. Magellan, 30,000 haddock, 1000 cod.
Sch. Babe Sears, 12,000 haddock, 5000 mixed fish.
Boat Princess, 8400 mixed fish.
Boat Frances C. Denehey, 20,000 mixed fish.
Sch. Wamsutta, 37,000 haddock, 1000 cod, 10,000 mixed fish.
Sch. William L. Putnam, 14,000 haddock, 6000 cod, 7000 mixed fish.
Boat Colleen, 11,000 haddock.
Sch. Grace and Evelyn, (fare not reported).
Boat Yankee, (fare not reported).
Boat Fordham, (fare not reported).
Boat Frances, 2600 mixed fish.
Boat Rosie, 7200 mixed fish.
Boat Joseph D'Ambrosio, 5000 mixed fish.
Boat Rosie S., 2500 mixed fish.
Boat Maria D. S., 4000 mixed fish.
Boat Robert and Edwin, 2800 mixed fish.
Boat Automatic, 2300 mixed fish.
Boat Olympia, 4600 mixed fish.
Boat Annie II., 6000 mixed fish.
Haddock, \$3.50 to \$4 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$2; pollock, \$1.50; cusk, \$2; gray sole, 7 cents per lbs.; lemon sole, 5 cents; black backs, 4 cents to 5 cents; sharks, 6 cents; catfish, 3 1-2 cents.

ARRIVALS AT PIER.

Last Week's Total 123—Landings 3,136,550 Pounds.

The arrivals from the groundfish fleet have had light catches of fish and report bad weather on the banks as well as a scarcity of fish.

For the week ending December 18, there were 123 arrivals at the Boston pier with 3,136,550 pounds. In the same week of 1929, 122 arrivals brought in 4,523,200 pounds.

Total receipts from January 1 to date have been 258,151,900 pounds of fresh fish, landed by 6233 vessels. In the same period of 1929, there were 5694 arrivals and receipts of 249,315,262 pounds of fresh fish.

SHIP FISH BY AIR EXPRESS

Airplanes are not much used at present for the transportation of fish but word comes from Canada that fish will be shipped air route express from northern Saskatchewan to Canadian and American markets by four fast planes. Winnipeg will receive the catch within 24 hours. Hitherto it has two days with horses and 14 days with tractor to get the product to a railroad.

TRAWLER LOST HER PROPELLOR

In tow of the coast guard cutter Mojave, the disabled Boston beam trawler Louis M. Winslow, in command of Captain Peter Hanson, arrived at Boston last night. The cutter escorted her to the harbor entrance, and the tug Eileen Ross assisted her into berth at the Fish Pier. The Winslow lost her propeller on Saturday, while fishing 50 miles southeast of Georges, and in response to a wireless call for help, the Mojave, on winter patrol duty nearby, went to her and took her in tow.

Caught Sturgeon.

A six-foot sturgeon, weighing nearly 400 pounds, caught on the drag-net of the Boston fishing schooner, Ruth and Margaret, out on Georges, was brought to the Boston Fish Pier last evening. The sturgeon swam into the trawl just as the end was being closed, and it was held a prisoner. Block and tackle had to be employed to haul it aboard.

N. F. Codfish.

There is very little change in the condition of the foreign markets since last report. Brazil looks more hopeful, which is best evidenced by the fact that last month Newfoundland shipped about 50,000 more quintals than in November last year, the figures being something like 220,000 qtls. as against 170,000 quintals, but this may be somewhat due to the recent revolution when shipments were small. The latest reports from South America are that conditions are becoming normal again much quicker than anticipated. This feeling is expressed along Water street today by those who are supposed to know, and it is hoped that by the new year, the market will be firmer than for some time. It is still, however, causing considerable anxiety. The Italian market is bad and shippers are nervous. The same applies to Greece and Portugal. The exchange fluctuations in Spain and the recent bank failures are causing considerable difficulty. All imported articles have been affected. The importation of foodstuffs have fallen off, and in many cases importers are unable to meet their payments punctually and are asking for longer terms. A hopeful feeling as to the outlook is now gaining ground owing to the efforts of the Minister of Finance to obtain closer co-operation of the Bank of Spain in the problem of exchange. Very little fishing has been done during the week, bait is scarce, and the majority of fishermen have put away their gear for the season.—St. John's Trade Review.

Eels Plentiful

Eels that are usually in good demand at this season of the year for the Italian trade have been in good supply and sold at low prices. The receipts, however, have been pretty well cleaned up.